

1. THE TOTAL ACRES SHOWN ON THE PLANS ARE FOR INFORMATION ONLY. THE DEPARTMENT OF TRANSPORTATION ASSUMES NO RESPONSIBILITY FOR THE ACCURACY. IT IS THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE ACTUAL ACRES WHEN BIDDING ON "GRASSING", "CLEARING AND GRUBBING" OR "GRADING COMPLETE". NO CLAIMS FOR EXTRA COMPENSATION WILL BE CONSIDERED IF THE CONTRACTOR RELYS ON THE ACRES SHOWN ON PLANS. COST FOR ITEMS TO BE REMOVED WHICH DO NOT HAVE A SPERATE PAY ITEM SHALL BE INCLUDED IN PRICE BID FOR "GRASSING", "CLEARING AND GRUBBING" OR "GRADING COMPLETE".

2. ALL DRIVEWAYS TO BE RECONSTRUCTED SHALL BE PLACED IN KIND I.E. ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE, AND ASPHALT FOR DIRT DRIVES. DRIVEWAY RELOCATIONS ARE SHOWN FROM THE BEST AVAILABLE DATA. THE CONTRACTOR SHALL CONSTRUCT NEW DRIVEWAYS TO MATCH THE ACTUAL FIELD LOCATION OF EXISTING DRIVEWAYS OR AS LOCATED IN THE PLANS. RESIDENTIAL DRIVES SHALL BE 14 FEET WIDE AT THE THROAT UNLESS NOTED OTHERWISE IN THE PLANS. COMMERCIAL DRIVES SHALL BE 24 FEET WIDE UNLESS NOTED OTHERWISE IN THE PLANS. THE CONTRACTOR SHALL OBTAIN THE APPROVAL FROM THE ENGINEER PRIOR TO MAKING ANY REVISIONS TO LOCATION, WIDTH, AND/OR NUMBER OF DRIVES TO BE CONSTRUCTED. REQUIRED DRIVEWAY EASEMENTS NOT SHOWN ON THE PLANS SHALL BE ACQUIRED. DRIVES SHALL BE CONSTRUCTED USING:

ASPHALT - ASPH CONC 9.5mm SUPERPAVE (135 LB/SY)
GRADED AGGREGATE BASE, 6"
CONCRETE - RESIDENTIAL - DRIVEWAY CONCRETE, 6" THICK

3. THERE IS NO SUITABLE PLACE FOR DISPOSAL OF THE REMOVED SLABS AND REMOVED BRIDGE OR BRIDGE PARTS WITHIN THE PROJECT LIMITS.

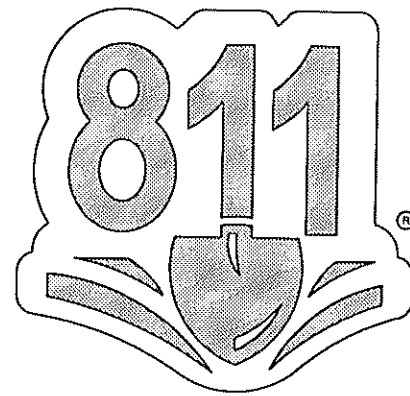
4. THE CONTRACTOR SHALL STRICTLY ADHERE TO DUST CONTROL REGULATIONS. ALL AREAS SUBJECT TO DUST FORMATION MUST BE PERIODICALLY WATERED SUFFICIENTLY TO RETARD DUST. ALL COST FOR DUST CONTROL SHALL BE INCLUDED IN PRICE BID FOR "CLEARING AND GRUBBING" OR "GRADING COMPLETE".

5. PERFORATED UNDERDRAIN SHALL BE PLACED IN AREAS WHERE WET CONDITIONS EXIST IN THE SUBGRADE AS DIRECTED BY THE ENGINEER.

6. A NOTICE OF INTENT IS REQUIRED ON THIS PROJECT.

7. THE REMOVAL OF THE DETOUR IS INCLUDED IN GRADING COMPLETE.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ALL BORROW AND WASTE PITS AT NO ADDITIONAL COST TO THE DEPARTMENT. THE CONTRACTOR SHALL NOTIFY THE DISTRICT MATERIALS ENGINEER NO LESS THAN 6 WEEKS PRIOR TO ANY LAND DISTURBING ACTIVITIES TO THE BORROW/WASTE PIT, ALLOWING AMPLE TIME FOR MATERIAL TESTING AND AN ENVIRONMENTAL EVALUATION.



Know what's below
Call before you dig

THE FOLLOWING UTILITIES HAVE FACILITIES IN THE PROJECT AREA:

UTILITY OWNER	SERVICE	CONTACT NUMBERS
AGL Resources, Inc.	Natural Gas	404 584-3897
AT&T	Telephone	478 784-3370
Southern Rivers Energy	Electric	770 358-1383 ext 317

PIPE CULVERT MATERIAL ALTERNATES
FOR PIEDMONT/BLUE RIDGE REGION

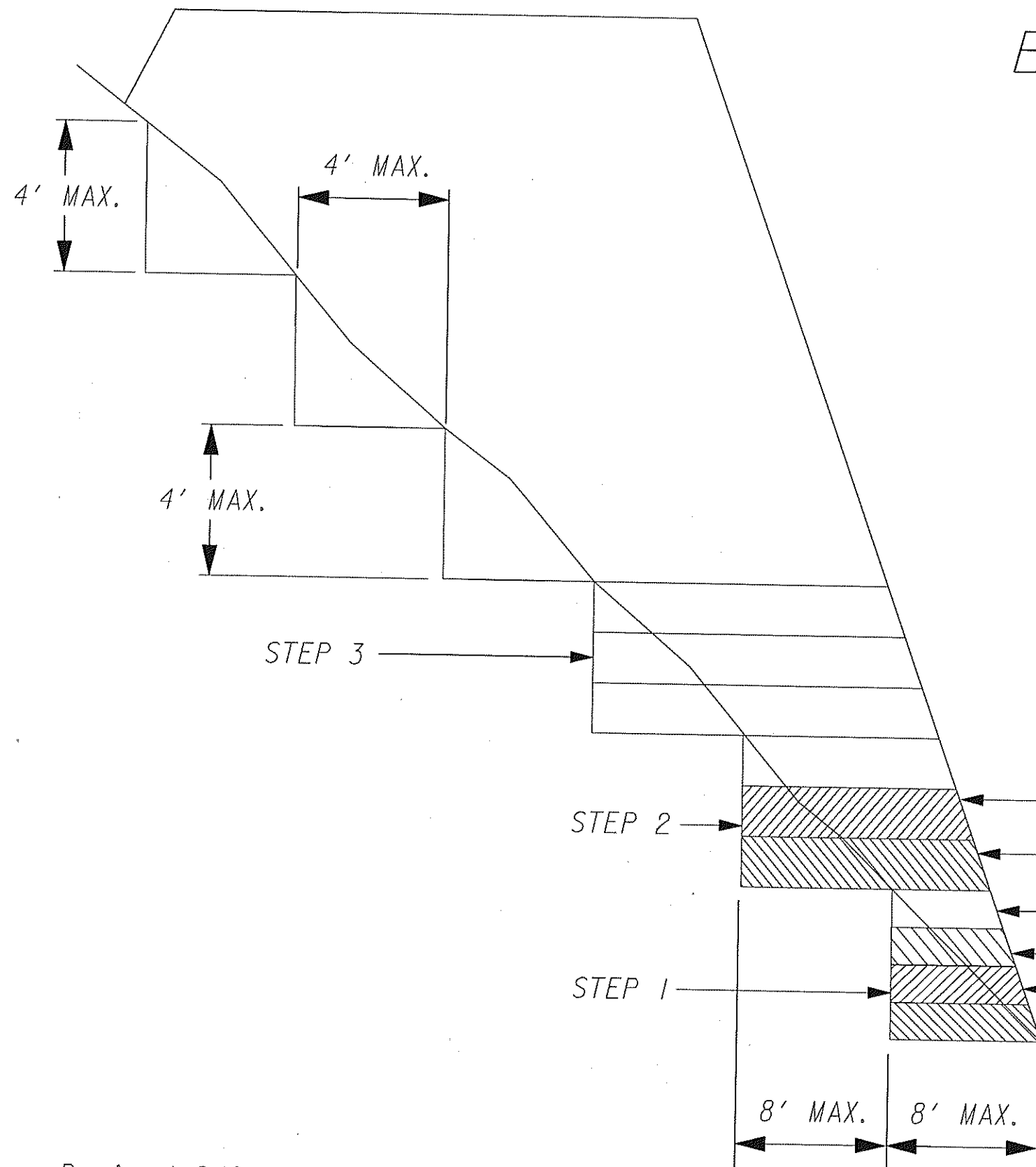
TYPE OF PIPE INSTALLATION	C O N C R E T E	CORRUGATED STEEL AASHTO M-36		CORRU- GATED ALUMINUM AASHTO M-196	PLASTIC			
		ALUMINUM COATED (TYPE 2) CORR. STEEL	PLAIN ZINC COATED	PLAIN UNCOATED ALUMINUM	CORR. POLY- ETHYLENE AASHTO M-252	CORR. POLY- ETHYLENE SMOOTHED LINED AASHTO M-294 TYPE "S"	POLY VINYL CHLORIDE (PVC) PROFILE WALL AASHTO M-304	POLY VINYL CHLORIDE (PVC) CORRUGATED SMOOTH INTERIOR AASHTO F-949
LONGITUDINAL INTERSTATE AND TRAVEL BEARING	X							
LONGITUDINAL NON- INTERSTATE AND NON- TRAVEL BEARING	X	X		X		X	X	X
C R O S S D R A I N	GRADE ≤ 10%	ADT < 250	X	X	X	X	X	X
		250 < ADT < 1500	X*	X		X	X	X
		1500 < ADT < 15,000	X			X	X	X
		ADT > 15,000	X					
D R A I N	GRADE > 10%	ADT < 250		X	X	X	X	X
		ADT > 250			X	X	X	X
SIDE DRAIN	X	X	X	X		X	X	X
PERMANENT SLOPE DRAIN		X	X	X		X	X	X
PERFORATED UNDERDRAIN		X	X	X	X	X		X

NOTE:

- ALLOWABLE MATERIALS ARE INDICATED BY AN "X".
- STRUCTURAL REQUIREMENTS OF STORM DRAIN PIPE WILL BE IN ACCORDANCE WITH GEORGIA STANDARD 1030-D OR 1030-P, WHICHEVER IS APPLICABLE, AND THE STANDARD SPECIFICATIONS.
- GRADED AGGREGATE BACKFILL SHALL BE USED IN CROSS DRAIN APPLICATIONS FOR ALL PLASTIC PIPES (AASHTO M-294, HDPE PIPE ; AASHTO M-304, PVC PIPE; ASTM F-949, PVC PIPE).
- THE CONTRACTOR SHALL PROVIDE ADDITIONAL STORM SEWER CAPACITY CALCULATIONS IF A PIPE MATERIAL OTHER THAN CONCRETE IS SELECTED.

* This type pipe can be used if the addition of Type "B" Coating (AASHTO M-190, Half Bituminous Coated with Paved Invert) is utilized.

REV. 09-03-08



BENCHING DETAIL

1. WHERE THE EMBANKMENT IS TO BE PLACED ON A HILLSIDE OR ANOTHER EXISTING EMBANKMENT HAVING A SLOPE OF 3 TO 1 OR STEEPER, THE FOUNDATION MUST BE BENCHED WHILE THE EMBANKMENT IS BEING MADE.
(SEE DIAGRAM AT LEFT.)

2. THE DIAGRAM SHOWS THAT BEFORE LAYER "A" IS PLACED THE FIRST STEP IS TO (1) CUT INTO THE SLOPE A MAXIMUM DISTANCE OF ABOUT 8 FEET (ABOUT 1/2 THE WIDTH OF THE TYPICAL D-8 BULDOZER BLADE). SUCCESSIVE LAYERS B, C, AND D ARE THEN PLACED BEFORE LAYER "E" IS PLACED, THE SECOND STEP IS CUT 8 FEET INTO THE SLOPE AND SUCCESSIVE LAYERS ARE AGAIN PLACED. IF IT IS ANTICIPATED THAT THE VERTICAL PART OF THE STEP WILL EXCEED 4 FEET IF A 8 FEET HORIZONTAL CUT IS MADE, THEN THE ACTUAL CUT STOPS WHEN THE VERTICAL PART REACHES A MAXIMUM OF 4 FEET ALLOWING THE HORIZONTAL DISTANCE TO VARY.

3. THE PROCESS OF BENCHING IS CONSIDERED INCIDENTAL TO THE ITEM OF UNCLASSIFIED EXCAVATION AND BORROW OR GRADING COMPLETE IN CONSTRUCTION OF THE EMBANKMENT AND NO ADDITIONAL MEASUREMENT OF QUANTITY OR PAYMENT WILL BE MADE FOR BENCHING.

LOWE
ENGINEERS
2000 RIVEREDGE PARKWAY, SUITE 400, ATLANTA, GA 30328
PHONE 770.857.8400 FAX 770.857.8401

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN
GENERAL NOTES

SR 18 BRIDGE
OVER POTATO CREEK

DRAWING NO.
4-01